

**BLACKBUSHE AIRPORT CONSULTATIVE COMMITTEE**
**MINUTES OF THE MEETING HELD AT 19:00 ON WEDNESDAY 3<sup>rd</sup> OCTOBER 2018 IN THE EVERSLEY  
CRICKET CLUB, EVERSLEY**
**Present:**

Mr M Pearson	Chair [MP]
Mr C Hawkins	Vice Chair [CH]
Chris Gazzard	Blackbushe Airport [CG]
Cameron Ogden	Blackbushe Airport [CO]
Cllr Robert Harward	Hart District Council [RH]
Cllr Sheila Davenport	Sandhurst Town Council [SD]
Cllr Liz Corps	Rushmoor District Council [LC]
Cllr Colin Edge	Eversley Parish Council [CE]
Cllr Terry Hunt	Blackwater and Hawley Town Council [TH]
Cllr David Simpson	Hampshire County Council [DS]
Cllr Gerry Crisp	Hart District Council, Yateley Town Council [GC]
Cllr Sue Warren	Sandhurst Town Council [SW]
Tony Hocking	Yateley Society
Cllr Alan Hammersley	Yateley Town Council [AH]
Clare Silcock	Secretary [CS]

		Action required by
<b>1</b>	<b>APOLOGIES FOR ABSENCE</b>  1.1 Apologies were received from Cllr Adrian Collett and Cllr Jane Biscombe.	
<b>2</b>	<b>ELECTION OF OFFICERS</b>  MP explained that Blackbushe were currently paying a lot of money per year for the former secretary's (John Ellis) services and that they wanted to look to save this money by asking Clare Silcock to take the minutes instead. Although she works at the Airport, MP explained that before the minutes were published they were independently vetted by him and the vice Chair Cliff Hawkins, who could ensure impartiality. The committee were asked if they wanted to confirm the new secretary election, which was proposed by TH and seconded by LC. All were in favour.  The Committee was also asked if there were any other nominations for Chair and Vice-Chair as Mike Pearson and Cliff Hawkins were happy to stand again for the coming year. There were no other nominations and SD proposed both elections with TH seconding. All voted in favour.	

3	<p><b>MINUTES OF THE MEETING HELD ON 7<sup>th</sup> MARCH 2018</b></p> <p>2.1 MP opened the meeting by explaining what the purpose of the BBCC was.</p> <p>2.2 The minutes of the meeting held on 7<sup>th</sup> March 2018 were agreed as a true record, subject to correction of a few typos to be actioned by CS.</p> <p>Proposed by CG and seconded by GC.</p>	
4	<p><b>MATTERS ARISING FROM MEETING HELD ON 7<sup>th</sup> MARCH 2018</b></p> <p><i>3.3 GPS. APPROACH TO BLACKBUSHE</i></p> <p>Approval is still awaited. MP updated the committee on the CAA delay as he attended a meeting with them in August 2018. They currently have 13 outstanding GPS applications and we do not know when Blackbushe's will be considered.</p>	
4	<p><b>REPORT OF AIRPORT MANAGER 3<sup>rd</sup> October 2018 (presentation update attached)</b></p> <p>4.1 The annual movements for 2018 are predicted to be around 32-33,000, very similar to the previous 2 years, but landing and parking revenue has increased due to a rise in the prices for jets arriving at Blackbushe. The prices used to be about 1/8 of Farnborough's. They are now about 1/4, so certainly still competitive.</p> <p>4.2 The 8 new based aircraft bring in about £40,000 to the airport.</p> <p>4.3 Security is still a major issue for the Airport and a decision was taken to lock the gates shortly after 6pm when the Airport staff leave as street racers were using the car park to race from there down the A30 at night or thieves were cutting through the car park airside to access BCA cars.</p> <p>SD asked if any damage had been done to the airport and how frequent the break-ins were. The Airport tends to get about one break-in per month in Summer and one a week during winter. CG reported that gates and locks had been broken recently, but they were mainly after the BCA cars. CG has spoken to the Rangers on the common to perhaps put boulders in the places where the thieves enter/exit but they had not been willing to do this as it was Common Land. DS suggested that Chris ensure that he reports every crime committed to the police as the number reported will notch up and the police will eventually have to take some action. All the Airport is getting currently is a crime number to register and no further police assistance. Chris will speak to Rachel Ebbs at BCA to ensure they both register any future crimes. AH and DS said they would speak to County to see if they could get their support on more preventative methods.</p>	<p>CG</p> <p>DS/ AH</p>

	<p>4.4 CG reported that members of the Blackbushe Team had attended a couple of other local council meetings recently to get an understanding of the support for or objections to the Blackbushe development.</p> <p>4.5 CG ran through the noise complaints that had been distributed before the meeting. The report now gives a better reflection on the true complaints the Airport receive as all are logged properly and dealt with promptly. He reported that the Airport can take action against pilots who are repeat offenders of flying too low/ or over the wrong area, by speaking to them in the first place, or if it continues, by banning them from Blackbushe. He explained the route aircraft take when they are in the circuit, which is very fixed and avoids most residential areas.</p> <p>DS asked if it would possible to increase the size of the ATZ to include Hartley Wintney and other areas. CG advised is not possible to change the ATZ size as this is prescribed by the CAA.</p> <p>CG also explained that if complainants call up with a tail number where possible, or colour of aircraft, and where it was flying from, we will have more chance of identifying it and if it has come from Blackbushe. It was agreed that CG would bring the safeguarding map to the next meeting.</p> <p>There had been a number of calls concerning the rehearsals of the Aerobility Formation Display team over Blackbushe who were practicing for a private display. Most of this practicing took place well away from the airfield but there were times when they were flying low in the surrounding area. This consisted of three twenty-minute sessions over three days and was approved with a display permit by the CAA beforehand.</p> <p>CG has recently spoken to Gloucester Airport for a comparison of noise complaints and although they have double the movements they have 4-500 complaints per year, many times more than Blackbushe.</p> <p>4.6 The committee expressed its thanks to CG for presenting such a detailed report and considered it to be a positive step forward. They did suggest that perhaps a section on the website of frequently asked questions regarding noise complaints may help to inform the public.</p>	<p>CG</p> <p>CG</p>
5	<p><b>BLACKBUSHE AIRPORT UPDATE ON COMMON LAND DEREGISTRATION</b></p> <p>Cameron Ogden, MD of Blackbushe gave an update on the Common Land Deregistration. The Investors are keen to invest in the development of Blackbushe. The issue is the common land and the constraints that brings. Blackbushe has made an application to de-register the common land and on the website, you can see the vision statement and a plan of where the buildings will likely be erected. The application went in during 2016 and was finally referred to PINs in July 2018. We do not know yet who the inspector is, or who will</p>	

oversee the process. There will be an opportunity for locals to voice their concerns or support sometime in the next 6 months. Cameron apologised for the lack of communication about the plans when the previous management was in place, but he and the team are trying to be better at this going forward. He realises that de-registration is a very sensitive subject and it is an unfortunate situation as it seems that this is the only route to go in ensuring a sustainable business. He opened the floor to questions.....

DS asked what happens if you sell the land at some point in the future and then someone else wants to change the use to an industrial site?

CO understood that concern but did state that further hoops would need to be got through. DS suggested that perhaps Cameron could give assurances that if he no longer wanted to run the Airport that he could give the Airport to Yateley Town Council.

He also suggested that perhaps land could be exchanged.

MP then explained that a lot of this had been discussed in previous meetings and even if the land was sold at a later date that many hurdles would exist for any change of use. He also explained that fences could not currently be erected as the Airport sits on Common Land, which also makes it difficult to safely develop the Airport.

DS asked why the Airport had not gone straight to the Secretary of State about the issue rather than applying for de-registration? He thought that the Airport would be more likely to get the different councils on its side.

CO replied that he had been told by many advisors that there was no other way apart from going to PINs. Commons Law allows any person to object at anytime from anywhere, so unless you de-register it the development will always be in danger of objection. DS said that he would speak to some council people to check this out.

Other comments from the committee

GC said that he wants to see a successful airport, but de-registration could open it up to development at some point in the future. However, he said that Yateley were not approving any further housing.

RH stated that he very much supports the development of the airport and wants to see it succeed. He said that Blackbushe represents a unique piece of history and this needs to be emphasised to the Secretary of State.

TH stated that he was all in favour of the airport continuing as an airfield but part de-registration of the common could open up further opportunities to de-register more.

DS said that Yateley Common is the second largest common in the county and he wants it to remain as a common, so he will be against the de-registration proposal.

DS

	<p>CG stated that the Calthorpe estate did own the land prior to it becoming an airfield and it was given back to Calthorpe when the state no longer needed it. If the airport is unable to develop it is not a sustainable business – it currently loses £300k per year. At least £500,000 needs spending to upgrade the lights, so development is the only way that the Airport will be able to keep going.</p> <p>MP added that there currently 43 airports under threat in the UK as many lose money. He understands that the Government is in support of generating success of General Aviation.</p>	
<p><b>6</b></p>	<p><b>QUESTION TIME FROM THE AUDIENCE</b></p> <p>6.1 Cllr Shawn Dickens asked what consultation there had been in locking the gates at 6pm each night.</p> <p>CG explained that he had met with Nicki Patton from the local council. CG said he was very happy to provide car parking for walkers, although very few use it. However, she was not keen for the Airport to do this. The airport's priority however was to prevent the car street racing down the A30 at night as the car users were meeting in the Blackbushe car park during the evenings. Also, as stated earlier, security has been a real issue and by locking the gate we have seen a decrease in crime.</p> <p>Shawn said that he wasn't happy with this and was going to take it up with Yateley Common Rangers. He also asked about the airport entrance from the road as he could see a danger there. CG agreed and said he is aware that accidents have happened at the turn-in, and his intention is that the airport would pay for improvements to the access area when they get permission to develop.</p> <p>Another person from the audience did comment that the gates were a good thing as it prevents travellers from parking up overnight.</p> <p>6.2 A question was raised about De-registration. The concern was that planning is changing all the time and what is the view today may not be the same in the future. He is strongly in favour of the development of the airport but feels that the secretary of State route should be explored if he/she has the authority to allow the development without de-registering the common. He also asked if the other side of the airport had been considered for hangarage in the future. CG said that it is already difficult for the airport to gain permission for filming in that area, so it is not something they are looking to explore.</p> <p>6.3 John Burton, the Conservative Party Chair stated that his members were concerned that if the airfield does not continue the area could become a brownfield site with industry going there.</p> <p>6.4 Peter Brown has written a long letter to the APPG addressed to Byron Davis in support of the airport development. He is waiting on a reply. He also commented that closing the car park at night was certainly a good thing, but he did suggest that signage needs to be put up on the Common for owners to clear up their dog's mess.</p>	

	6.5 Alison Slater, a local resident stated that she was very much in favour of the airport development and asked where she could find the current plans. CG explained where to find the information on the Blackbushe Airport website in the "Vision" tab. There was also some information here on the deregistration application.	
<b>7</b>	<p><b>ANY OTHER BUSINESS</b></p> <p>CG reported that there would not be an airshow event at the Airport in 2019, after last year's BB75, but they have agreed to host The London Supercar Show Live on the weekend of the 11-12<sup>th</sup> May 2019, run by Ian Berry of UK Media and Events. (Ian was at the meeting in case anyone had any questions about the event). There will be static displays and high-performance car runs during the weekend. Tickets will be on sale early next year and the airport will obviously be closed for flying over this weekend.</p>	
<b>10</b>	<p><b>FUTURE MEETING</b></p> <p>The next meeting is scheduled for Thursday 21<sup>st</sup> March 2019 at 19.00 at The Tithings, but other dates will be explored, so is subject to change.</p>	<b>CS</b>

The logo for Blackbushe Airport, featuring a stylized swoosh in red, white, and blue above the text.

**Blackbushe**  
**Airport**

# Consultative Committee Update

3 October 2018

# Business Performance Update

2018 has been a year of continuous improvement. Some highlights have included:

- ▶ 8 new based aircraft
- ▶ Recognised by the GA community as having excellent service
- ▶ New Fuel contract reduced fuel prices
- ▶ Reduced landing fees means Blackbushe is now a viable option for many light aircraft

	2016	2017	2018
Litres of AVGAS-100LL to 30 <sup>th</sup> Sep	244,639	222,261	257,954
Landings to 30 <sup>th</sup> Sep	8,828	8,624	8,745
Annual Movements	33,909	32,090	?
Landing Revenue to 30 <sup>th</sup> Sep	£105,018	£111,478	£123,108
Parking Revenue to 30 <sup>th</sup> Sep	£113,334	£110,785	£116,271



# Wijet (formerly Blink)

- ▶ The company called Blink Ltd, based at Blackbushe, and trading as Wijet went into administration in July 2018.
- ▶ Whilst Blink Ltd was founded by the Ogden Family in 2008, the company was sold in 2016 to Wijet in France. The Ogdens have had no involvement with the company since this time.
- ▶ Due to the close nature of the two companies, we had very good visibility of the decline through 2018, and had included this in our financial forecasts. We shielded ourselves appropriately and were paid up to date when the company entered administration.
- ▶ The offices have now been vacated, redecorated, and are being marketed for immediate occupation. We already have over 50% of the office space filled with new tenants, and plenty of interest in the remaining space.
- ▶ Whilst it is sad to see the jet business go, many of the customers have remained loyal, using other Mustang operators to continue flying from Blackbushe. We are in conversations with several operators to base their business aircraft with us.
- ▶ JET-A1 sales and executive Landing Fees have remained steady despite the loss of Wijet thanks to our marketing efforts to other operators.

# What have we been doing since March?

- ▶ Negotiated a new fuel contract with AirBP
- ▶ Reduced Light Aircraft landing fees by 38%
- ▶ Purchased a new Fire Truck
- ▶ Repainted all airside line markings
- ▶ Repaired taxiway potholes, and purchased new equipment to continue this in earnest throughout the winter
- ▶ Introduced ID Cards, which have saved holders over £800 at the Bushe Café (thanks Ewa!)
- ▶ Welcomed several influential people to Blackbushe:
  - ▶ Byron Davis (Government's GA Champion)
  - ▶ Susan Watts (Senior Policy Advisor for GA at DfT)
  - ▶ Pauline Vahey & John Walker (AOPA)
  - ▶ Ranil Jaywardena (Local MP)
- ▶ Attended Local Council Meetings to gather support for the Blackbushe Vision
- ▶ Exhibited at AeroExpo 2018
- ▶ Improved Security with additional cameras and co-operation with BCA

# Security

- ▶ The summer has been quieter for crime and vandalism than last winter. However, we have still had several issues:
  - ▶ Organised criminals are still regularly using our site to access the BCA compound to steal vehicles. This often means smashing our gates and fences, or cutting bolts or chains. On one occasion, they drove several BMW vehicles down the runway at 4am at speed with no lighting. We had line painters onsite who were very nearly struck by the fast vehicles.
  - ▶ We have seen an increase in people using our car park to facilitate illegal street racing. Either in the car park itself, or using the car park to stage races on the A30. As a response, we will now lock the car park gate at 18:00 or whenever airport staff leave the site. Signage is in place to warn anyone using the car park.

# Noise Complaints

- ▶ There was no formal process for recording these in the past. From 27<sup>th</sup> November we have introduced a new webform to capture these, and the Tower will record any telephone complaints on the same form.
- ▶ Since last committee meeting there have been 45 complaints logged regarding 32 separate incidents from 23 unique complainants.
- ▶ Of these 32 incidents, 9 were reported by people living inside the ATZ, and 23 were from outside the ATZ. Outside the ATZ, aircraft are operating in Class G airspace, and as long as they are >500ft from any person or structure, there is absolutely nothing we as an Airport, the CAA, or any other airport can do to stop them.
- ▶ 18 incidents have been identified as involving aircraft using Blackbushe, and 12 we are fairly certain were not Blackbushe aircraft. For 2 there was not enough information to establish the aircraft.
- ▶ We continually work with our based pilots on noise abatement, and promote the areas to avoid heavily.
- ▶ We have also spoken with other aerodromes to understand how many complaints they receive, and how they respond to them. We were pleased to learn that most airports receive at least double, and in some cases many times the number of complaints Blackbushe does.

# Update on Common Land Deregistration

- ▶ Last Time we updated you, we were expecting an imminent referral to PINS and a decision by Q1 2019.
- ▶ Following months of delay by Hampshire CC, we were finally referred to PINS on 9<sup>th</sup> July, and this was accepted by PINs on 6<sup>th</sup> August.
- ▶ They have written to all interested parties asking if they would like to speak or attend a public inquiry
- ▶ PINS have now confirmed that there will be a public inquiry. We are waiting for them to decide on a date. The inquiry will be held locally, at a venue selected by PINS.
- ▶ This inquiry should be no later than Q1 2019, with a decision by April 2019.
- ▶ The timeline on PINs cases is controlled by legislation, with specific targets that must be achieved.
- ▶ We recognise communication on the issues the airport faces has been poor. New management have sought to address this over the past year.



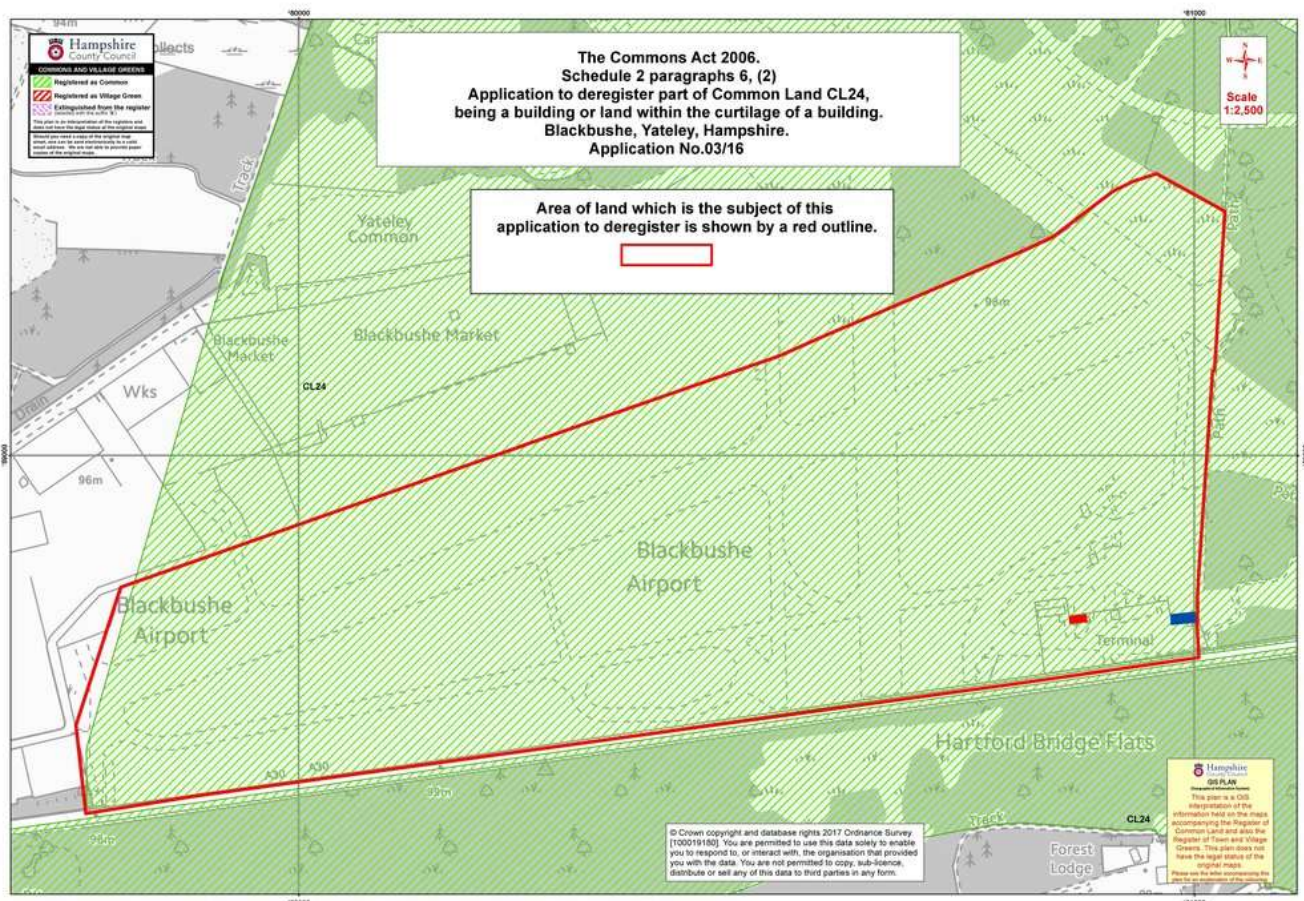
# De-registration of Blackbushe Airport from Yateley Common

## BACKGROUND

In early 2016 plans were submitted to Hart District Council for the future development of Blackbushe Airport ([See Vision](#)). These plans outlined the proposal to build new hangars, offices and a replacement Terminal facility on the south side of the airfield, adjacent to the A30. When this development proposal was presented to both Hart District Council and later to the Blackbushe Airport Consultative Committee, it was met with a favourable response. However, one concern that was raised in both meetings was the need to also satisfy the requirements of the Commons Act 2006.

## APPLICATION TO DE-REGISTER

The Airport and our legal team reviewed carefully the complexities of the Commons Act 2006 to determine the most appropriate action. Our determination was that the only satisfactory way of doing this was to seek to de-register the land that the airfield occupies, (see the map below). De-registration of the land that the airfield occupies would allow the building works to proceed.



In October 2016 an application was submitted to Hampshire County Council under Paragraph 6 of Schedule 2 of the Commons Act 2006 to de-register the 114.87 acres comprising the active airfield from the common land register. Under the conditions of the Commons Act 2006, this application had to be made to the commons registry authority, in this case Hampshire County Council (HCC). At this time, HCC indicated it would be unlikely that they would be able to impartially decide the case, and would most likely be referred to the Planning Inspectorate (PINS) for decision.

## CONSULTATION PERIOD

A public consultation was held from 24th August to 8th October 2017 in which members of the public, and other interested parties were invited to respond to HCC. These responses were collated and provided to Blackbushe Airport on 21st December 2017. They consisted of 103 objections, and 10 letters of support. On 1st February 2018 Blackbushe Airport provided a response to these objections to HCC. A copy of this letter can be [viewed here](#).

## REFERRAL TO THE PLANNING INSPECTORATE (PINS)

HCC were then not able to refer our case to the Planning Inspectorate (PINS) until 9th July 2018. This delay was caused by a combination of the complexity of the case along with a lack of resources within HCC.

PINS formally accepted our case on the 6th August 2018. Since that date, they have written to all interested parties asking them whether they would be prepared to speak or attend an inquiry. On 6th September 2018 PINS confirmed that a public inquiry will be held, and a date and venue will be scheduled in due course. As soon as we have further information we will share it on this page.

## FREQUENTLY ASKED QUESTIONS

### WHO OWNS BLACKBUSHE AIRPORT?

Blackbushe Airport is owned by a group of investors led by Sir Peter Ogden. Our investors have worked together for several decades in various aspects of the aviation and facilities management industries.

### DON'T BLINK OWN BLACKBUSHE AIRPORT?

Our shareholders founded Blink, the air taxi service based at Blackbushe Airport between 2008 and 2018. However, in 2016 Blink Ltd was sold to a French operator of similar aircraft, Wijet. At this point the Blackbushe Airport shareholders no longer had an involvement in Blink Ltd. After the sale, Wijet remained a tenant of Blackbushe Airport, and the aircraft remained a regular sight. Ultimately Wijet's owners decided to place the Blink Ltd business into administration in June 2018, vacating the office space and making all of their UK staff redundant.

### HOW DOES THE LOSS OF WIJET AFFECT THE AIRPORT?

Blackbushe Airport was aware of the decisions being taken by the new owners, and shielded itself appropriately. Whilst Wijet were a large customer, and brought significant revenue to Blackbushe, the airport continues to welcome a variety of business aviation traffic. Recent efforts by the new Blackbushe management team have increased revenues in this area, despite the loss of Wijet. Wijet's competitors have been able to continue to service the regular Blackbushe customers ensuring Blackbushe remains a popular choice of airport to service London and the south. The office space previously occupied by Wijet has now mostly been re-let to a range of new tenants.

### WHAT LAND DOES BLACKBUSHE AIRPORT OWN?

The owners of Blackbushe Airport own all of the land marked in the map (see right) outlined in red and yellow. This includes the active airport, as well as the disused runways to the north, which the general public have free access to enjoy.

### WHAT AREA DOES THE "ACTIVE AIRPORT" COVER?

The active airport is the area shown within the red lines on the map to the right.

### HOW ARE BRITISH CAR AUCTIONS (BCA) AFFILIATED WITH THE AIRPORT?

BCA owned the airport for many years, but sold all of their interest in the airport and its land to the current owners in 2015. BCA no longer have any affiliation with the airport.





### **WHY DID BLACKBUSHE MARKET CLOSE?**

The market was a popular attraction for many years. It was located on the land still owned by BCA to the north of the active runway. The decision to close the market in 2015 was not that of Blackbushe Airport or its current owners.

### **WHY ISN'T BLACKBUSHE FINANCIALLY SUSTAINABLE IN IT'S CURRENT FORM?**

Under BCA's ownership the airport benefited from the use of two large hangars to the north west of the site. These were occupied by a major helicopter maintenance organisation, and brought in a substantial rental income in the hundreds of thousands of pounds. This rental income was the difference between the airport making a modest profit, and making a substantial loss.

When the airport was sold in 2015, BCA did not offer for sale these hangars, as they had a value to them supporting their auction business. Since this time the airport has made a substantial loss (in the hundreds of thousands) each year.

Most other airports receive a rental income that accounts for around 50% of their revenue. This ensures they have a guaranteed income, and are not vulnerable to weather and other factors that might cause aircraft operations to fluctuate. At Blackbushe, our rental income accounts for 11.5% of our revenue, and we do not have a stable income source.

### **WHY ARE YOU SEEKING TO DE-REGISTER THE COMMON LAND?**

Blackbushe Airport has a vision for the future of the airport to ensure the business is sustainable. This involves upgrading the current facilities, and adding hangars and other facilities. The current status of the land means it is prohibited to build new structures of any kind.

### **ARE YOU SEEKING TO DE-REGISTER THE NORTH SIDE, OR THE DISUSED RUNWAYS?**

No, there is no intention to de-register any of the land outside the red area marked on the map. The area subject to the common land application, (the actual airfield), is the part of the land over which there has been no free access to the public since the airport was built in 1941. It is an active airfield and safety concerns and requirements clearly prevent any uncontrolled access. The application area does not include the area to the north of the earth bank boundary. This is the area of the Common to which the public have enjoyed free access for many years, and includes the disused runways. There are no plans to apply to change this. In recent years, Blackbushe Airport has actively managed this area, in partnership with the Hampshire and Isle of Wight Trust, for the good of the Common. This will continue.

### **THERE ARE ALREADY HANGARS AT BLACKBUSHE AIRPORT, WHY DO YOU NEED MORE?**

The hangars that sit to the north of the runway are owned by BCA and sit entirely within their land. There is no opportunity for Blackbushe to acquire these now or in the future.

### **WHY ARE YOU SEEKING TO DE-REGISTER THE ENTIRE AIRPORT SITE? WHY CAN'T YOU JUST APPLY TO DE-REGISTER THE FOOTPRINT OF THE PROPOSED DEVELOPMENT?**

Along with the development of new facilities, there are several areas that require essential maintenance. For example, runway lighting is in desperate need of replacement, with the cost running to hundreds of thousands of pounds. Blackbushe Airport has been the victim of vandalism, as we are prohibited to add new fencing on common land. In order to protect our investments, as well as the health and safety of airport users and the public enjoying the north side, it is imperative that we can erect proper security fencing.

The Commons Act prevents the carrying out of any "works" on common land. This includes adding any kind of structures, including new hard standing areas for aircraft, or adding any additional infrastructure. It would be impractical to seek to de-register small sections of land each time minor works are required.



### WHY ISN'T A LAND EXCHANGE BEING OFFERED?

There are two ways to remove common land status from a piece of land. The most frequently used is a land exchange. This was our initial and favoured option, however after exploration, it was not viable for our situation

- 114.87 acres of land are not immediately available adjacent to Yateley Common. As was recognised at a recent meeting of the Yateley Neighbourhood Plan steering group, land in Yateley is either already built on, registered common, or owned by land developers who intend to develop it.
- Any small pockets of land that might be available either:
  - Would not pass the required tests for de-registration based on Commons Act criteria (location suitability etc)
  - Would not be sufficient for the required development

### WHY CAN'T YOU JUST GET PLANNING PERMISSION TO BUILD YOUR DEVELOPMENT?

The planning system and the Commons Act are two entirely different areas of legislation. As an airport, we are able to build any aviation related structures without the need for planning permission, as such developments fall under permitted development rights. However, such permitted development rights conflict with the Commons Act 2006 which prohibits works of any kind on a common land. Whilst there is a process for seeking permission for works on common land, the act only provides a mechanism to do so to support normal common land activities, such as the management of livestock, or the maintenance of footpaths. There is no mechanism at all for seeking planning permission to build on land registered as common.

### IF COMMON LAND STATUS IS REMOVED, DOESN'T BLACKBUSHE AIRPORT BECOME VULNERABLE TO HOUSING?

The owners of Blackbushe Airport have no intention of developing Blackbushe into anything other than a General Aviation airport. For the past decade the shareholders have been involved with Blackbushe and been seeking to develop the potential that is clearly available. They have presented this plan in the vision document and have of course been frustrated the common land status has prevented them from realising it so far.

Simply removing the common land status does not immediately expose the airport to development for other uses. Any such development would be subject to a change of use application, as well as full planning consent granted by the local authorities. The local authorities have been very clear in their desire to see Blackbushe retained as an airport and not developed for housing or other purposes.

The National Planning Policy Framework also places an obligation on local councils to:

*"recognise the importance of maintaining a national network of general aviation airfields", and their need to adapt and change over time - taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy"*

*National Planning Policy Framework July 2018 Paragraph 104 section (f)*

Finally, the site at Blackbushe does not conform with government planning strategy which favours the gradual expansion of existing towns and villages through sustainable developments. Blackbushe Airport is bounded by common to the North and East, by BCA and the Castle Bottom Nature Reserve to the West, and by Minley Manor and the Gibraltar Barracks to the south, and so any development would be isolated and would not have any community amenities on which to rely.

### **WILL THE PROPOSED DEVELOPMENT BRING ADDITIONAL AIRCRAFT NOISE POLLUTION?**

Blackbushe Airport has a very clear noise abatement policy, and we find this to be very effective. We receive very few complaints, and often those complaints that do come in, relate to aircraft not arriving or departing from Blackbushe. The objective of this development is to grow revenue by encouraging small aviation businesses to base themselves at Blackbushe.

This doesn't mean increased traffic. For example, attracting maintenance providers to Blackbushe, would remove the need for aircraft to position elsewhere, and decrease movements. Parking an aircraft outside exposes it to the elements and can cause technical issues if the aircraft does not fly regularly. Most owners or operators who use their aircraft infrequently will only consider airports with hangars. We estimate an aircraft in a hangar typically flies around 4 times a month. For these reasons we anticipate total movements staying at a similar level seen in the past few years.

### **ARE YOU GOING TO INCREASE THE LENGTH OF THE RUNWAY?**

Aside from the physical impossibilities of building a longer runway (the land at either end is owned by BCA and Hampshire County Council), there is no intention to build a longer runway. We believe that the current runway is perfectly adequate to support the vision we have for the airport.

## **SUMMARY**

In summary, the Airport only seeks to re-develop the airfield itself, to provide better facilities and to generate future employment for the area, without having a detrimental impact on the local community and its recreational activities.

For more information on the future plans for Blackbushe, please visit [www.blackbusheairport.co.uk/vision](http://www.blackbusheairport.co.uk/vision)

Blackbushe Airport is committed to engaging with the local community. If you would like to know more, or if you have a question you would like us to answer, please attend one of our biennial Consultative Committee meetings ([www.blackbusheairport.co.uk/consultative-committee](http://www.blackbusheairport.co.uk/consultative-committee)).

If you are unable to make a Consultative Committee meeting, please don't hesitate to contact us via email: [admin@blackbusheairport.co.uk](mailto:admin@blackbusheairport.co.uk)

# Blackbushe Airport Noise Complaints - 27th February - 21st September 2018



Submitted On	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
13/03/2018	Andrew Dunn	13/03/2018	11:35	A Mr Andrew Dunn just called up as he had a noise complaint regarding a helicopter operating less than 200ft above his house, from the description given (red and white)Mr Dunn also reported that the pilot saw him filming the helicopter upon which he flew off and returned over the house moments later, Mr Dunn believes this to be in response to the filming.	2018/003	I am reasonably certain that it is GWFWS which is operating under an Exam Callsign to the North on what I believe to be a practice NAV EX.	12:16 PDK called Andrew Dunn to understand complaint. Requested copy of videothat has been sent. 12:30 discussed situation with P Andrews of Phoenix and learned that pilot was undertaking a CPL test with an examiner that was not completely aware of extent of the noise abatement areas. CPL test requires an autorotate to the ground which was the exercise being completed at the time. Examiner did not consider that he was as close to the conurbation as the video suggests but accepts that the location could have been better chosen. 12:53 Advised Andrew Dunn of corrective action and he is happy that this was a one off occurrence and wished the pilot under test well and hoped that he passed his test.
05/04/2018	John Cole	05/04/2018	10:19	Call from John Cole complaining about the noise from helicopter operating late on the evening of the 04/04/2018. John lives in at the southern end of Tudor Drive and felt that the aircraft was operating much further to the north then was usual and much later than would normally be the case. The resulting noise disturbed an infant sleeping.	2018/004	The activity was unusual as Phoenix Helicopter needed to complete night training for a CPL student. The approaches referred to by Mr Cole were later in the evening and coincided with three circuits flown by the student CPL.	10:19 call transferred to PDK. Mr Cole explained that he has had substantial experience of aircraft ops and while he didn't usually complain the traffic was much further north than usual and therefore tracking close to Tudor Drive. 11:30 PDK met with Toby Chamberlain, Phoenix Helicopters to explain situation. Toby was appologetic and a re-routing of approach was discussed and agreed. For the final two ccts to be flown this evening the initial approach routing is to be aligned with disused runway 32 before turning onto runway 25. This should substantially reduce the noise footprint. 11:42 PDK called John Cole to pass on the pilots apologies and to explain the planned rerouting for the final two ccts to be flown this evening
14/04/2018	Astrid Stellingwerff	14/04/2018	12:30	Today 14th April 12.30 there was an orange/yellow small stuntplane (clearly shaped for stunts) above the M4 doing corkscrews and overpulling.(there were also loops but I consider fall/corkscrews and overpulling) are more dangerous.) Why not above an empty meadow? Very distracting for traffic because really above the road and it looks scary because if it goes down, there will be lots of more victims than only the pilot probably. Can this be investigated? Could not read the number unfortunately. I think blackbush is the closest but if not from tour sote, would it be possible to investigate with other airports? Many	2018/005	No Unusual aircraft visiting or using Blackbushe frequency, only the local aircraft which are not aerobatic. PDK advises most likely an aircraft from Waltham as the area is a designated acrobatics aera.	18/04/2018 - No telephone number provided so an email sent to Astrid Stellingwerff explaining that no a/c of that type is based at EGLK, that the airspace is Class G and maybe used by any aircraft without ATC oversight and that subsequently it is very difficult to trace a specific type. As Class G Airspace it may be used by aerobatic types and aerobatic pilots often look for line features on the ground to give them a datum for their sequences, the M4 providing a good line feature.Have also advised that area has a number of aerodromes including RAF Benson that has an active flying club and that any one of those aerodromes might provide a base for the a/c that
14/04/2018	Anonymous	14/04/2018	11:30	Report via phone of 4 aircraft heading towards the tower from Yateley area tracking North to South.	2018/006	No aircraft of this nature worked by the tower. only unusual activity around this time was a Police helicopter over Yateley.	Unable to Respond
18/04/2018	Anonymous	18/04/2018	00:00	one A/C flying over yateley	2018/007	A/C holding deadside due to high traffic in the circuit	Unable to Respond
24/04/2018	George Kondylas	24/04/2018	11:06	Dark coloured biplane operating over Green Park Village, Reading. The aircraft spends approximately 20 minutes carrying out aerobatic sorties but is too high to identify the registration.	2018/008	The description would suggest that the aircraft is fully compliant with the ANO and the location suggests that it is operating in Class G airspace.	24/04/2018 - This was a telephone complaint so was actioned at the time. Complainant could only identify that the aircraft was a dark coloured biplane and was was advised that Blackbushe has no home based biplane aircraft. The complainant asked if there were any other airfields in the area that might operate these aircraft and was advised of White Waltham.

# Blackbushe Airport Noise Complaints - 27th February - 21st September 2018

Submitted On	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
21/04/2018	Anne Martins	21/04/2018	14:00	2 planes flying over Hartley Wintney. Both were too fast/high to identify registration or significant markings.	2018/009	Complainant could not identify aircraft and said one was possibly a jet. We had no record of jet movements during this period. The other aircraft was too high to be identified and likely within boundaries of the law. No traffic at BBS which unusually high levels of noise	Telephone so actioned at the time. advised user if they could identify registration it would help in the future. Also advised a noise form online which is often quicker if it happens again.
08/05/2018	Kim Stanton	08/05/2018	15:30	I am a resident of Green Park Village and consistently my baby gets woken up pretty much every day there is good weather by excessive noise from a plane flying over the lake and village doing acrobatic stunts. This may have been ok before people moved into the village but it's now a place where people's homes are and this really needs to stop or be limited. It occurred two or three times last week and over the bank holiday weekend and can sometimes be a constant loud engine noise of the plane dropping then rising and spinning for over an hour at a time several times a day. I have to close the windows even on hot days and like I said it disturbs my baby from sleep. Please can someone respond - I'm sure there will be more complaints as more residents start to move into the village. It's really becoming stressful and we are expecting a second baby this summer - it has to stop.Thanks	2018/010	Unlikely to be a Blackbushe aircraft, as we don't have any regular aerobatic aircraft. It is more likely to be an aircraft from White Waltham.	2018.05.08 - 16:17 PDK. Called mobile number given but phone went to message service. Left a message with contact details, if nothing heard will call back.
15/05/2018	Anonymous	15/05/2018	16:30	Resident of Bramley reporting an aerobatic yellow aeroplane. Advised not from here. Possibly White Waltham	2018/011		Telephone so actioned at the time. advised user if they could identify registration it would help in the future.
17/05/2018	Mrs Bagshaw	17/05/2018	14:00	Aerobatic aircraft performing stunts over the Mortimer RG7 3PN. Regularly visits over her house and is very noisy	2018/012	Contacted the tower. Possibly GCBBC was away doing Aerobatics, and pilot was Mike Bagshaw	CGAZ: I took the call, and advised resident that if they could provide any identifying information, such as colour, or registration it would be useful. The lady was just pleased to have someone listen to her to be honest. I emphasised that we always try to keep away from built up areas, but it is Class G airspace, and so not an awful lot we can do.
18/05/2018	John Cowley	18/05/2018	11:00	Low flying aircraft over Wokingham reported causing noise complaint.	2018/013	Located an aircraft on photo recon exercise from Oxford. Not initially working the BBS frequency. Once aircraft contacted BBS frequency we advised aircraft and looked on flight radar which shows circuits over Wokingham. G-BHYP from Oxford	Called gentleman back and advised aircraft was complete and departing. Gentleman very happy to receive a reply.

# Blackbushe Airport Noise Complaints - 27th February - 21st September 2018



Submitted On	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
05/06/2018	John Davis	05/06/2018	20:10	<p>This is a complaint over the noise pollution of single engined aircraft and the small jets that are flying continuously all day long over our houses down Tudor Drive , Bartons Drive in Yateley. It appears that there is an increase in the flights and it always seems to be a turning circle across the houses in this vicinity. According to the map should this not be a no fly area.</p> <p><b><u>REPLY RECEIVED 8TH JUNE 2018</u></b></p> <p>Hi Chris</p> <p>Many thanks for your quick reply, I do appreciate that as an airport that there is going to be movements and some noise but to get it all day long in the summer months and on some days every 3 - 4 minutes all day long is a bit much.</p> <p>Whether out in the garden socialising BBQ or enjoying the the good weather or even having the windows / doors open even with the TV on you just get drowned out by the noise all the time. Many a time I have had halt a telephone call as the planes fly over because you just can't hear the other person. I realise that nothing will come of this, but just wanted to let you know how we feel and to thank you for taking time to reply.</p> <p>Kind Regards John</p>	2018/014	<p>Dear John,</p> <p>Thank you for the email. We are continuously working to improve our circuit to avoid noise to our residents. The area or Tudor Drive is probably the most affected by noise due to it's position on the approach to Runway 25.</p> <p>All aircraft that use Blackbushe are made aware of noise abatement areas. These were originally implemented voluntarily by Blackbushe, to ensure the impact on our neighbours is minimal, and we are continuously evaluating the areas to make sure new premises are included too. Of course at this time of year, and with the excellent weather we've had recently, the frequency of flying will pick up. May was slightly better than in the past couple of years, but only by less than 100 movements. A movement is a take-off or a landing, so an aircraft visiting and then departing counts as two movements. Typically, if arriving and departing on the same day, you would use the same runway direction, and so you would only be affected by overflights from either the arrival or the departure, not both.</p> <p>Overall, our movements have been fairly consistent over the past 5 years, and no where near the levels they were in the early 2000s. I've attached this data for you. Please bear in mind, that whilst the numbers seem very large, for example in 2017 we had 21,230 movements, it equates to roughly 6 per hour that we are open on average. Clearly these are averages, and busy summer days can be a lot busier.</p> <p>I would be keen to better understand more specifically how noise affects you and your neighbours, and if you would be interested in meeting, either at Blackbushe, or at your home, then please let me know.</p>	
05/06/2018	John Davis	05/06/2018	20:10	<p><b>REPLY RECEIVED 27th JUNE 2018</b></p> <p>Good morning Chris</p> <p>I wanted to let you know that the past two weeks has been a lot quieter since the aircraft have been taking off the other way and not over Yateley.</p> <p>As they glide in to land over Tudor drive area it is very noticeable and a lot of residents have noticed this and made comments about how quieter it has been.</p> <p>So I would like to thank you.</p> <p>Kind regards John</p>	2018/014 continued	<p><b>EMAIL SENT 16TH JULY 2018</b></p> <p>Hi John,</p> <p>Sorry for the delay, I'm back in the office from today.</p> <p>Glad to hear the aircraft have been better. On the approach they are certainly quieter as engines are at idle. Our primary runway direction has us landing on 25 (landing from the west).</p> <p>Obviously weather has a big factor in noise. If the wind direction is from the west, the. We have to use Runway 07, which means aircraft taking off towards Camberley, although we ask most to make a right turn as soon as possible to avoid Tudor drive.</p> <p>If you need anything at all, please don't hesitate to contact me.</p> <p>Thanks Chris Gazzard</p>	
06/06/2018	Maritsa Singer	06/06/2018	01:53	<p>Helicopter circling above Vigo Lane for the last 20 minutes- why?</p>	2018/015	<p>Dear Maritsa,</p> <p>Thank you for your email. You'll know from your extensive research that Blackbushe is only permitted to operate between the hours of 07:00 and 22:00 and any movements outside these times are strictly prohibited.</p> <p>I have consulted our CCTV and can confirm no aircraft were using the airfield at the time suggested below. I can however hear audio of a helicopter around the time suggested.</p> <p>I think it is likely the helicopter was related to a Police activity as they are the type of operation likely to remain in the same spot for a long time. The National Police Air Service (NPAS) can normally confirm this if you are concerned, and they have a twitter account with which they communicate with the public. Of course we have no control over the activities of the Police, and they are entitled to operate whenever and wherever they may need to in the interest of crime prevention.</p>	

# Blackbushe Airport Noise Complaints - 27th February - 21st September 2018



Submitted On	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
11/06/2018	Anne Martins	06/11/2018	10:58	<p>I white/silver Exec Jet has just flown very low and close to our house. It has distinctive wings with folded down tips.</p> <p>I would be grateful if you would let me know what action you take.</p> <p>We live within the Hartley Wintney exclusion zone (Brackley Avenue).</p> <p>Thanks Anne</p>	2018/016	N542 AP	<p>Dear Anne,</p> <p>Thank you for your two noise complaints, which have been recorded in our system under 2018/016 and 2018/017. We are continuously working to improve our circuit to avoid noise to our residents.</p> <p>The exclusion area over Hartley Wintney is in place voluntarily by airport management, and we ask all users of the airport to be considerate and to avoid the area. For the light aircraft and rotary traffic, this is very simple, and they will usually turn over Star Hill to either head north or south as appropriate. For executive traffic, this can be a little more difficult. Today we are using Runway 07, as the prevailing wind condition dictates. Typically we use Runway 07 only about 1/3 of the time, usually we are on Runway 25, and so aircraft will take off and turn before they reach Hartley Wintney. When on approach however, the executive aircraft are often required to be "established" on a straight in approach a bit earlier than on a light aircraft. This can take them over Hartley Wintney.</p> <p>The first aircraft you brought to my attention is a regular visitor to Blackbushe, and has made 23 landings in the past year. Having just spoken to the crew, they are very conscious of avoiding Hartley Wintney. Today they were heading to Blackbushe and arrived in the area from the North-West, over Newbury at about 5,000 ft. They were under instruction from NATS Air Traffic Control in Farnborough (who work all air traffic in this area) and followed instructions for a straight-in approach to Runway 07. Because they were aware of the restrictions, they attempted to "offset" this slightly to avoid most of Hartley Wintney, as well as making a slightly steeper approach to keep their altitude as high as possible. I am confident they were higher than required, and did everything they could to reduce the impact of noise upon you. This particular aircraft I believe to be one of the largest that uses Blackbushe, and is quite a lot larger than most of the other jets you may be more used to seeing. It can therefore appear a lot closer to the ground than it is due to the perspective on the aircraft.</p> <p>The second aircraft I have a bit more difficult contacting. We had an aircraft departing at about this time, but it departed towards Camberley, and was headed south, and its data track doesn't suggest it went anywhere near HW. It is possible that the aircraft you are referring to was destined for Farnborough, although I will clarify when I speak to NATS at Farnborough in the coming days, and pass on your remarks.</p> <p>I apologise for any disruption caused, and can only say that we do our very best to be considerate neighbours and to minimise our impact. If at any time you want to discuss any of the airport activities or noise, please feel free to contact me.</p> <p>Thanks, Chris</p>
11/06/2018	Anne Martins	11/06/2018	11:26	<p>White Exec Jet flew directly over house. Long Meadow, Brackley Avenue. Hartley Witney,</p> <p>Thank you. Anne</p>	2018/017	Possibly G-FBKK but unlikely	<p>they were heading to Blackbushe and arrived in the area from the North-West, over Newbury at about 5,000 ft. They were under instruction from NATS Air Traffic Control in Farnborough (who work all air traffic in this area) and followed instructions for a straight-in approach to Runway 07. Because they were aware of the restrictions, they attempted to "offset" this slightly to avoid most of Hartley Wintney, as well as making a slightly steeper approach to keep their altitude as high as possible. I am confident they were higher than required, and did everything they could to reduce the impact of noise upon you. This particular aircraft I believe to be one of the largest that uses Blackbushe, and is quite a lot larger than most of the other jets you may be more used to seeing. It can therefore appear a lot closer to the ground than it is due to the perspective on the aircraft.</p> <p>The second aircraft I have a bit more difficult contacting. We had an aircraft departing at about this time, but it departed towards Camberley, and was headed south, and its data track doesn't suggest it went anywhere near HW. It is possible that the aircraft you are referring to was destined for Farnborough, although I will clarify when I speak to NATS at Farnborough in the coming days, and pass on your remarks.</p> <p>I apologise for any disruption caused, and can only say that we do our very best to be considerate neighbours and to minimise our impact. If at any time you want to discuss any of the airport activities or noise, please feel free to contact me.</p> <p>Thanks, Chris</p>

# Blackbushe Airport Noise Complaints - 27th February - 21st September 2018



Submitted On	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
11/06/2018	Anne Martins	06/11/2018	13:03	White exec Jet flew over property  Long Meadpw Brackley Avenue Hartley Wintney.  Thanks Anne	2018/018	Dear Anne, Thank you for this further noise complaint, which has been recorded in our system under 2018/018. I can confirm that there were no executive jets operating to/from Blackbushe at the time you report. I assume this must have been operating to or from another local aerodrome, potentially Farnborough. Can I clarify, was the aircraft heading North/South or East/West, broadly speaking? Thanks, Chris	
11/06/2018	Anne Martins	11/06/2018	13:16	White Exec Jet flew directly over property. Two engines.  This is my fourth compliant to you today. The air traffic over our house is not particularly unusual today. I've just had enough of it, so am reporting. And will continue to.  Many thanks Anne	2018/019	Dear Anne, Thank you for this further noise complaint, which has been recorded in our system under 2018/019. Once again, I can confirm that there were no executive jets operating to/from Blackbushe at the time you report. I assume this must have been operating to or from another local aerodrome, potentially Farnborough. I appreciate you are upset with the volume of traffic, however, if the traffic is unrelated to Blackbushe then filing repeated complaints does not help arrive at a resolution. If you could respond to my earlier request for more information, then I can clarify if this is related to Farnborough, and then provide you with the appropriate contact details. Thanks, Chris	
18/06/2018	Ian Haygreen	18/06/2018	15:16	If we have ONE more aircraft flying directly over our roof as they are CONTINUALLY. We will have to have the airport shutdown via highcourt order. 30 GU168NT. ENOUGH'S ENOUGH.	2018/020	Dear Ian, Thank you for your noise complaint, which has been recorded in our system under reference 2018/020. I'm sorry that you are adversely affected by noise from overflying aircraft. We work hard with our based and visiting aircraft to minimise the impact on our neighbours. I note your location at 30 Regent Way in Frimley. If I may, I'd like to request a few more details so I can better understand the aircraft that you are finding disturbing. 1.Are these aircraft helicopters, small fixed wing propeller aircraft, or business jet type aircraft? 2.You mention they are continuously flying over your house, are they broadly travelling in the same direction? If so, which direction? 3.Are you able to identify any of the aircraft? Usually, the registration will be visible on the underside if they are flying low. If not, are you able to provide any distinguishing details such as colour? If you are able to provide specific examples with distinguishing features and a date / time, then we will be better able to identify if it is an aircraft that is using our aerodrome. To give you some context, Blackbushe has an Air Traffic Zone (ATZ) which is a 2.5 mile wide area in a circle around the aerodrome centre. Within this area we define a circuit and other procedures to minimise the impact of noise on our immediate neighbours. Frimley, lies some way outside of this area. Farnborough also has a similar ATZ around their aerodrome, again I believe you lie just outside it. At Blackbushe, we also notify our users of other noise abatement areas, and can work with aircraft operating to avoid overflying residential areas. Unfortunately, if the aircraft are not using Blackbushe, then obviously there is very little we can do to assist. The area you live in is just outside the London Terminal Area, which light aircraft will always try to avoid. It does serve as a gap between areas of airspace at Blackbushe, Farnborough, and Odiham, and the London area, and so for light aircraft heading to and from the south coast from the Thames Valley, it can be a bit of a hotspot. In addition, the Helicopter Lanes for helicopters heading into and out of London follow the M3, and may overfly your house. All of this traffic is unrelated to Blackbushe, and is working within the confines of the airspace design. If you do have any specifics that I can look into, I'd be more than happy to advise. Thanks,Chris	

# Blackbushe Airport Noise Complaints - 27th February - 21st September 2018



Submitted On	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
18/06/2018	Ian Haygreen	18/06/2018	15:16	<p>Response Received 18th June 2018 at 16:37</p> <p>light aircraft (single and twin engine, the occasional helicopter) banking in heading towards blackbushe. Last year a twin engine (looked a bit like a Mosquito) flew over our house at well under 500ft (I would say under 250ft) . As you say Its bad enough from Heathrow AND Farnborough</p>	2018/020 continued	<p>Dear Ian.</p> <p>As Chris is out of the office he has asked me if I could provide you with a little more information concerning our operations here at Blackbushe.</p> <p>I hope that I will not provide you with data that you might already have but if I do I apologise from the outset. In addition I don't know your background or knowledge of the aviation processes so again I apologise in advance if I am simply repeating something that you already know.</p> <p>Please see below an image of the area surrounding your location. [IMAGE]</p> <p>I have marked an approximate position obtained from Google Earth of your property.</p> <p>The two circles to the left show the extent of both Farnborough's and Blackbushe's Air Traffic Zones (ATZ). Farnborough have a 2.5 Nautical Mile Radius while we have a 2,0 Nautical Mile Radius, this radius is defined by the length of our respective runways and is compliant with the Civil Aviation Authorities (CAA) requirements as defined by the Air Navigation Order (ANO). The ATZ extends to 2,000 ft Above Ground Level (AGL). You will find all of these terms referenced in various CAA documents.</p> <p>The area to the north bounded by the purple border is the southern extent of the London Control Area. This area extends from the surface to 2,500 ft and then up to 19,500 ft in the upper air routes.</p> <p>Therefore you can see that there is only a narrow corridor that aircraft can take if they are transiting south to north or north to south. This is compounded further by the ranges to the east of your property that create Danger Areas that cannot be over flown below 1200 ft AGL.</p> <p>There is a Lower Airspace Radar Service (LARS) provided by the National Air Traffic Service (NATS) that is available to any and all pilots operating across the UK. It is not unusual for the LARS service to give pilots an operating altitude of 1,400 ft Above Mean Sea Level (AMSL) in the area over your location. This is to give separation between Fair Oaks traffic, Farnborough Instrument Approach, the ranges and the controlled airspace above.</p> <p>All of the aerodromes operating in this area have processes in place that define departures, joins and circuits.</p> <p>As you can see from the above, our circuits are maintained within the ATZ and our typical arrival and departure routes are to the north and west before turning south for our circuit that is typically at 800ft AGL. In some cases pilots will be routed by the NATS LARS service to the south east and are likely in those circumstances to overfly your property, however, it is unlikely to be lower than 1,400ft AMSL and will be routed north north east to pass to the east of Yateley before turning to the west positioning to the north of Blackbushe to re-join the circuit.</p> <p>Our departing traffic that is routing to the south east and therefore close to your property will climb to an altitude of a between 1,400ft and 2,000 ft, depending upon type before they are close to your property to ensure that they are above the Farnborough ILS approach.</p> <p>The airspace overhead your location is defined as Class G, which means any aircraft from any aerodrome can overfly subject to the standard rules of the air. You are also located in an area that is a very busy north/south corridor for all forms of aviation including the military who are looking for a north/south route.</p> <p>While it is clearly a difficult situation we would welcome the opportunity to demonstrate that the processes we have in place to ensure that aircraft based at Blackbushe are, where ever possible, making every effort to avoid overflying our neighbouring areas.</p> <p>Please don't hesitate to contact me if you have any questions regarding our processes either by email or by telephone on the numbers below.</p> <p>I hope my explanation helps a little.</p> <p>Best Regards</p>	



# Blackbushe Airport Noise Complaints - 27th February - 21st September 2018



Submitted On	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
24/06/2018	David Backhouse	24/06/2018	16:00	Plane doing loops or similar over Mortimer ruining a peaceful afternoon.	2018/021	Nothing from Blackbushe operating these type of aerobatics	Complainant informed traffic must have originated from another aerodrome, possibly White Waltham
24/06/2018	Ian Haygreen	24/06/2018	18:29	A business jet flew low over our property at lunch time today. We are now putting in a High Court injunction for a two mile no fly exclusion zone around Frimley (as per Yateley etc). Enough enough.	2018/022	No known movements from this aerodrome to affect this complaint. However, Falcon N542AP shows on Flight Radar as having passed over this area at 1,200ft at approximately 13:00L.	<p>Dear Ian.</p> <p>You are clearly frustrated by the aircraft overflying your property, but I think it is important that you have a clear understanding of the situation as it applies to Yateley before committing to an expensive legal path. There is no legally enforceable exclusion zone around Yateley. There is, however, a noise abatement area that extends in a radius around Yateley and which has been agreed locally between the airport and the residents. This is a purely voluntary arrangement that Blackbushe Airport has entered into with Yateley residents and only applies to pilots based at Blackbushe. The airspace over Yateley remains Class G airspace and can be used freely by any transiting aircraft, but we do our best to ensure all pilots are aware. I would be happy to investigate which aircraft might have been low over your property and why, if you could provide me with some better details of direction and timing.</p> <p>I would also suggest that rather than pursuing a legal route you may wish to contact the Civil Aviation Authority (CAA), the Aviation Regulator. As the author of the Air Navigation Order that applies to all aviation activities, the CAA are well placed to address your concerns. Again I apologise if I am telling you something you already know but I have no idea of your background or experience.</p> <p>I would welcome the opportunity of answering any questions that you might have directly if would like to call me on either of the numbers below. Alternatively I would be happy to call you if you would let me know your telephone number.</p> <p>Best Regards.</p>

# Blackbushe Airport Noise Complaints - 27th February - 21st September 2018



Submitted On	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
29/06/2018	Ian Haygreen	29/06/2018	15:24	<p>There's a green and purple helicopter (NOT the police helicopter) hovering in front of our house at approx 200 to 250 ft !!!!!!!! Its unbelievable whats going on in the area, no control what so ever.</p> <p>My back ground is with BAE Systems, I know a significant amount about engineering etc.</p> <p>Ian H</p>	2018/023	<p>Dear Ian.</p> <p>In this case the aircraft did spend some time at Blackbushe Airport so we have the background to its route and purpose. The aircraft is a dedicated Children's Air Ambulance. It was carrying out a sortie to Blackbushe and then to Frimley Park Hospital.</p> <p>We are not privy to the background of this flight but I'm sure there will be a very good reason.</p> <p>As an Air Ambulance there are special rules and dispensations that are applied to their operations, which, as you would expect, waive certain of the Air Navigation Orders (ANOs).</p> <p>While I understand your frustration we are powerless to influence the activities of any aircraft once it is outside of our Air Traffic Zone (ATZ). As you know, you are located under Class G airspace so there is no control, in terms of Air Traffic Management (ATM), that is exercised in that area, other than, of course, the Standard Rules of the Air as defined by the ANO and as modified for Helicopter Emergency Medical Service (HEMS) operations when required.</p> <p>I have, of course, logged your complaint, which will be included as part of our ongoing reporting to the Local Consultative Committee.</p> <p>I hope the foregoing explains the activities of the helicopter that you have witnessed today. Please don't hesitate to let me know if we can offer any help or support in the future.</p> <p>Best Regards Paul Knight</p>	
				<p>It was at around 200ft over residential area not just in/out of Frimley Pa</p>			
29/06/2018	Ian Haygreen	28/06/2018	15:50	<p>My wife just informed me at around 15:50 yesterday a twin engine prop aircraft came EXTREMELY low under 500ft from blackbush straight over our property again.</p> <p>It is time for action to change the status of the airspace and the regulations surrounding flying over private property. I will contact CAA directly about low flying aircraft from Blackbush and volume / noise from surrounding airfields .</p> <p>This area needs to be geofenced as a no fly zone.</p>	2018/024	<p>Ian.</p> <p>I'm sorry but without some specific details of the aircraft's direction, it's colour scheme and ideally it's registration, which is generally clearly shown under the wing and on the side of the fuselage, there is little that we can do to help.</p> <p>We can work with NATS to obtain radar traces for the time to determine if we can identify the aircraft and its point of origin but it's very difficult to match visual observations with radar traces.</p> <p>I would, however, encourage you to raise your airspace concerns with the CAA as they are best placed to comment and where necessary trace any pilot who may be behaving contrary to the ANO.</p> <p>I would happily welcome you to Blackbushe to witness, first hand, the operations and the effort everybody puts into complying with our noise abatement procedures.</p> <p>Please let me know if this is something you might like to take advantage of.</p> <p>Best Regards. Paul Knight</p>	

# Blackbushe Airport Noise Complaints - 27th February - 21st September 2018



Submitted On	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
29/06/2018	John Cowley	29/06/2018	10:06	<p>Complaint concerning the increased levels of light fixed and rotary wing activity over Yateley, specifically the Antarctic Survey Twin Otter that arrived and departed yesterday.</p> <p>John believed that Blackbushe's Licence from the CAA includes a conditional exclusion zone around Yateley.</p>	2018/025	<p>Twin Otter arrived overhead at between 1400/1500ft QNH before descending dead side for a standard 07 join. The aircraft landed and was parked on Stand 1. The aircraft subsequently took off, completed a couple of circuits before departing into the local area and then returned to the airport with a straight in approach and landing.</p>	<p>Explained that there was a voluntary Noise Abatement Area in place over Yateley but that only applied to Blackbushe based aircraft and was in place by local agreement only.</p> <p>In fact Yateley is positioned under Class G airspace and as such any aircraft can overfly the area providing that it complies with the requirements of the Air Navigation Order (ANO). In truth the airspace over Yateley is part of a narrow corridor that a broad range of small and larger aircraft will use to transit north to south, south to north while avoiding the London CTR to the east and both Blackbushe and Farnborough to the west.</p> <p>This situation has also been exacerbated by the activities of NATS in trying to mitigate infringements which has broadly added a 5nm cushion to the east of the CTR, further narrowing the corridor.</p>
25/07/2018	Andrew Dunn	25/07/2018	16:33	<p>Dear Paul</p> <p>I hope you are well ,</p> <p>You are probably glad not to have heard from me in a while !</p> <p>Things have been relatively peaceful with regards to small helicopters and light aircraft , that is , until the last few days .</p> <p>We are currently being subjected to group formation of , two three and four light aircraft whom are flying close together and low directly over our house !</p> <p>Coudj you please provide us with a reason as to why we are being targeted .</p> <p>You have previously asked me for feedback regarding these nuisance issues and so far , have been proactive and successful in alleviating the causes of our complaints .</p> <p>Thank you in advance for your concerns</p> <p>Kind regards</p> <p>Andrew</p> <p><b><u>Reply Received</u></b></p> <p>Hello Paul</p> <p>Thank you for your prompt reply .</p> <p>The information you haven given sounds reassuring and reasonable .</p> <p>Thank you again for dealing with this .</p> <p>Kind regards</p> <p>Andrew</p>	2018/026	<p>Hello Andrew.</p> <p>I'm surprised and sorry to hear that the formation has consistently overflowed your house.</p> <p>The formation is a group of disabled pilots, all members of Aerobility, the disabled flying charity, who are working towards the creation of a disabled formation flying team. It is sponsored by a number of well known aviation companies and under the patronage of the Douglas Bader Foundation.</p> <p>They have been leaving Blackbushe and routing northwest to a practice area south of Newbury. Their transit height has been a little over 1,000 ft due to the constraints placed upon them by the Farnbororough Restricted Airspace (Temporary) for the week prior to and the week of the Farnborough Airshow.</p> <p>I say I'm surprised because I briefed the team specifically with the areas that should be avoided including the area surrounding your location, although I suspect that the Farnborough Lower Airspace Radar Service (LARS) has been redirecting them in a range of directions in order to avoid the various traffic.</p> <p>The next scheduled days for the team to operate from Blackbushe is the 3rd to 5th September although they might operate on the 7th to the 9th August.</p> <p>I will make sure that I rebrief them on the areas to be avoided before the next sortie.</p> <p>Once again I'm sorry for the disturbance but with the Airspace Restrictions removed for another two years I'm sure that this shouldn't be a repeat problem.</p>	

# Blackbushe Airport Noise Complaints - 27th February - 21st September 2018



Submitted On	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
26/07/2018	Rachel Ebbs	26/07/2018	11:30	<p>Paul</p> <p>Thanks for taking my call earlier. As discussed, unfortunately, we had a series of complaints again yesterday in relation to aircraft flying over the auction centre buildings just like on Tuesday.</p> <p>As you can imagine, after the incident In 2015, this has a number of our staff and customers concerned and I personally concerned that our drivers are distracted by the aircraft when coming out of the auction halls as several of them have reported to be conscious of whether they are where they are because they are in difficulties. At some point, this is going to escalate and we will have an incident at the auction centre because drivers have one eye out looking at aircraft. You pointed out that the agreement not to fly over the auction centre was a local one and relies on pilots adhering to this when as far as the air navigation order is concerned, there are no formal restrictions. You also pointed out that there was a CAA inspector present on both Tuesday and again yesterday. If you could provide us with his/her details, I would be grateful. I would further be grateful if you could advise me of the date of the next consultative committee meeting together with the time and location.</p> <p>We will continue to contact you should we feel aircraft are flying over our centre, in particular the enclosed buildings. From a business perspective, it is not acceptable to us to have our staff afraid to be working in certain areas nor customers raising the issue with our management team.</p> <p>We have always strived to cooperate and coordinate with the airport on issues appertaining to safety and security however, if the informal local agreement the airport has with pilots is no longer being adhered to, we will seek to find a more formal approach. It is disappointing that a home based operator is the source of the issue when in the past, BCA have done everything they could to assist in events hosted at the airport, providing additional parking and access.</p> <p>I would be grateful if you could re-emphasise the local agreement to all home based operators including the flying schools . We will continue to monitor the air traffic over the auction centre and with any luck, we can resolve at a local level.</p> <p>Kind Regards, Rachel Ebbs   Facilities Manager, BCA Blackbushe</p>	2018/027	<p>Aerobility formation team were operating and passed close to the overhead of the BCA compound in an unusual attitude, location and height. At the time of the flight they were accompanied by a CAA Display Authorisation Evaluator (DAE) and were compliant with the ANO.</p> <p>There is no formalised circuit limitation to prevent aircraft turning right early when departing from Runway 25, nor is there a formal limitation on aircraft joining left base for runway 07. This has only been developed as best practice over successive years of operation.</p>	<p>The actions of the Aerobility Formation team are limited to 15 days per year. In addition, the agreement is that they will be no lower than 500 ft over the buildings, which has been adhered to, and is a standard level for all departures at all times.</p> <p>I have no reason to believe they were lower than usual, rather I think the persons within BCA's property were concerned by seeing several aircraft flying in formation, which can make the group look lower than they are.</p> <p>Aerobility pilots have been reminded of the height restrictions and made aware of the concerns.</p> <p>Chris Gazzard</p>

# Blackbushe Airport Noise Complaints - 27th February - 21st September 2018

Submitted On	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
02/08/2018	Annie Bachrach	02/08/2018	13:30	Telephone complaint concerning fixed wing aerobatic and light helicopter movements over Brook Farm, RG71HX.	2018/028	No corroborating evidence from Tower as aircraft were described as small aerobatic aircraft carrying out aerobatics over the farm and Blackbushe does not have any small aerobatic aircraft based at its location. There are no specific noise abatement areas to be observed in the identified area.	02/08/2018, 13:30. Telcon was initially taken by CS in the late morning and was passed to PDK for solution. Explained airspace arrangements to Ms Bachrach and that she is located under Class G airspace that means that it can be used for any purpose providing the pilot complies with the ANO. This she accepts but complained that the airspace usage has become overly burdensome in recent weeks. Have explained that Blackbushe does not have any small aerobatic aircraft based at the aerodrome and so the offending types would not have originated from their aerodrome. Have advised that the aircraft is more likely to have come from White Waltham where the British Aerobatic Team are based and who have organised a grid of airspace that includes the area around Brook Farm. Was able to provide the telephone number for West London Aero Club, White Waltham and have agreed to notify Phoenix of the location to ensure that it is not used for any low level activities if at all possible,
03/08/2018	Simon Mercer	03/08/2018	10:55	Phone complaint about helicopter flying low over houses and not following standard arrival/departure routes. Person lives Mortimer road in Yateley. Identified helicopter as G-PERU from Phoenix as only rotary departure in last 30 mins.	2018/029	G-PERU identified as the person called as the helicopter had just departed direct north.	CG: Spoken with Phoenix about their departure paths. They will speak with the pilot.
15/08/2018	Chris Gazzard	15/08/2018	08:50	Airport Manager noticed a helicopter from Phoenix departing to the North, heading straight over the Yateley built up area. This type of flying is likely to generate a noise nuisance for the residents, resulting in complaints.	2018/030	Aircraft was G-CRSS heading North to Booker for Maintenance Pilot O'Keefe.	Spoken with Phoenix and reminded them about departure routes
30/08/2018	Andrew Dunn	30/08/2018	16:41	Hi Paul , I hope all is ok Is there any reason that the trainer helicopters have been flying in twos and threes and that the light aircraft now seem to be flying in a 'criss cross' pattern across our house ? Also , today , we seem to be having our own little aircraft display , These flight patterns appear to have changed direction from their usual and I would have to guess that they have increased twofold in the last two weeks . We are all well aware of the reapplication for planning permission at Blackbushe which included a statement claiming there would be no more than usual air traffic . Kind regards Andrew	2018/031		Hi Andrew. I'm afraid I can't explain where the aircraft are coming from because I don't believe that they are operating from here. In the timeframe that you highlighted in your last email I think that we had a total of four aircraft operating out of Blackbushe. One was in the circuit, one had been operating at 3000ft over the airfield, one returned from a day away and joined at 2000ft and one came from the north following a 20 minute air experience trip. I'll give you a call tomorrow to see if I can get to the bottom of where they are coming from. Best Regards. Paul
30/08/2018	Andrew Dunn	30/08/2018	18:02	Paul Yet again another low level fly past from Blackbushe light aircraft ! Best wishes Andrew	2018/032		

# Blackbushe Airport Noise Complaints - 27th February - 21st September 2018



Submitted On	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
04/09/2018	John Cowley	04/09/2018	15:45	<p>John was very concerned about three aircraft flying extremely close together over Yateley. He asserted that Yateley is a no-fly zone, and that that he was concerned for the residents safety if they were to crash. He cited several former crashes.</p> <p><b>Response Received</b></p> <p>Hi Chris</p> <p>Thank you for your time yesterday and the information you provided. I feel I have to express my concern about the overflying of Yateley by three aircraft in close proximity to each other.</p> <p>Having spent much of my working life in the aircraft industry I feel I have an informed view of the risks of flying.</p> <p>All it needs is something like a gust of wind or a bird strike with a large bird such as a Kite to cause a momentary loss of control. The consequences of this happening over a densely populated area such as Yateley could be severe.</p> <p>Whilst applauding your support of Aerobility which is a very worthwhile concern I think you should carefully review the proposed flying display.</p> <p>Many Thanks, John</p>	2018/033	<p>Hi John,</p> <p>As discussed, please see attached the CAA display approval granted to Aerobility for their formation display team. They are limited to 15 days per year. They have used 6 including today, and there will be the live display tomorrow afternoon, when press will be in attendance.</p> <p>The majority of the display practice has been done away from Blackbushe over open countryside, however, now they are approaching the display date, they obviously need to practice over the aerodrome. We have also limited them to 15 minute windows, and their entire display takes about 5 minutes to complete. We had one display yesterday, one today, and the proper one scheduled for tomorrow.</p> <p>We had no noise complaints from residents yesterday, and another call in addition to yours today. This resident wasn't concerned with the noise, they just wanted to know what was going on so they could come and see it. Unfortunately, as the permit is for a Private Display only, we aren't able to advertise it publicly.</p> <p>There was a recent article on BBC News when the team was formed, and we expect some fairly good coverage tomorrow from BBC and ITV. Below is a link to the article:  <a href="https://www.bbc.co.uk/news/av/disability-44960241/the-uk-s-first-disabled-air-display-team-gets-ready-for-takeoff">https://www.bbc.co.uk/news/av/disability-44960241/the-uk-s-first-disabled-air-display-team-gets-ready-for-takeoff</a></p> <p>Thanks, Chris</p>	
04/09/2018	Andrew Dunn	04/09/2018	14:56	<p>Hi Paul</p> <p>Further to our conversation yesterday .</p> <p>With regards to the three light aircraft flying in close formation today ,</p> <p>presumably they are from Blackbushe ,</p> <p>Are they really allowed to fly in such close proximity ,</p> <p>Two of them are literally wing tip to wing tip .</p> <p>Kind regards</p> <p>Andrew</p> <p>Hi Paul</p> <p>Thank you for your reply</p> <p>They consistsny flew over my property and immediate neighbours .</p> <p>Kind regards</p> <p>Andrew</p>	2018/034	<p>Hi Andrew.</p> <p>The three aircraft that you mentioned are operated by Aerobility which is the Disabled Flying Association.</p> <p>They have formed a formation team of experienced pilots who have all been disabled in some way or other. For example the team consists of a Virgin Airline Captain who is about to return to full duty, an Ex RAF Chinook Pilot and Instructor and a former Aerobatic Display Pilot.</p> <p>The team have been checked and validated by the CAA and are operating within the bounds of the Air Navigation Order.</p> <p>Their aim is to prove that a properly trained disabled pilot can, within reason, operate a modern aircraft safely and to the high degree of proficiency necessary to fly in formation.</p> <p>Hopefully they did not fly over your property as I spent some time yesterday showing them precisely where you are on maps and satellite imagery.</p> <p>Their public debut is tomorrow and will be covered by local and national television.</p> <p>I hope that answers your question but please don't hesitate to let me know if you have any concerns regarding this activity.</p> <p>Best Regards. Paul.</p> <p>Andrew</p> <p>I'm sorry to hear that but will re-brief them tomorrow.</p> <p>Best Regards. Paul</p>	

# Blackbushe Airport Noise Complaints - 27th February - 21st September 2018



Submitted On	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
04/09/2018	Anonymous	04/09/2018	15:51	The caller was a lady from Yateley, enquiring about the three aircraft flying in close formation. She wanted to know what they were doing, and if there was a public display	2018/035	The aircraft were the Aerobility Bader Bus Formation Team	The caller was satisfied with the response given over the phone
04/09/2018	Guy Everson	05/09/2018	19:11	<p>A twin engine jet plane has just passed over our house in Hazeley Bottom, Rg27 8LU at time 19:11. It has clearly just taken off from Blackbushe given the direct it was travelling. It was just above tree level and far too low. Can you advise at what height these types of planes should be at when they pass over residential settlements – I understand that it should be at least 500 feet, whereas the plane in question could have been at no more than 300 feet. The noise from the plane was excessive at this low altitude.</p> <p>I would like to make an official complaint – do I do this through the airport, or the CAA.</p> <p>I look forward to hearing from you.</p> <p>Kind Regards</p> <p>Guy Everson</p>	2018/036	<p>Aircraft was N542AP, Falcon 2000. The aircraft was under Farnborough LARS control on departure from Blackbushe, instructed to climb not above 2000ft on the QNH and to then make contact with Farnborough for further instructions.</p> <p>The FlightRadar track shows it at 1200ft QNH flying through the gap between Hartley Wintney and Hazeley</p>	<p>Hi Guy,</p> <p>Thank you for your email, and I have logged this noise complaint in our system with reference 2018/031. I would normally call to discuss, if you have a telephone number I would be happy to do so.</p> <p>The aircraft in question was a Falcon 2000EX, executive aircraft, and one of the largest that uses Blackbushe regularly. It departed on Runway 25 at approximately 19:10 local, heading west, in your direction.</p> <p>To give you some context, most of our light aircraft either remain in the circuit at Blackbushe (and therefore avoid Hazeley altogether) or will depart North West, remaining clear of Hazeley as much as possible.</p> <p>For executive aircraft such as the one yesterday evening, they are departing using airways, and using instrument flight rules (IFR). Therefore, before departing Blackbushe, we will contact Farnborough LARS (Low Area Radar Service) for their instructions on departure. Normally, and in the case of last night, they are instructed to maintain a straight heading on departure, climb to not above 2000 ft, and then to contact Farnborough on frequency. They will normally continue straight ahead as far as Basingstoke climbing to this altitude unless given other instructions.</p> <p>Whilst we don't have a radar service here, and therefore are unable to verify the height of an aircraft using calibrated equipment, there is a publicly available service called FlightRadar24 which tracks the majority of aircraft and provides some altitude information. From this data I can see the aircraft was reporting at 1,200 ft over the B3011 Bracknell Lane, well above the 500 ft minimum and outside of the Blackbushe Airport Air Traffic Zone, and under the control of Farnborough LARS Air Traffic Control.</p>
04/09/2018	Guy Everson	05/09/2018	19:11	<p><b>Response Received</b></p> <p>Dear Chris</p> <p>Thanks for email and your time providing the detailed explanation. If the plane was recorded at 1200ft over the B3011 then as you note, it was well above the minimum requirement. The noise, even at the suggested altitude seemed excessive – several of the residents in Hazeley Bottom having rushed out into the road to see what had caused it!</p> <p>Thanks again for your time.</p> <p>Kind Regards</p> <p>Guy Everson</p>	2018/037	<p>This particular aircraft is about the largest that uses Blackbushe regularly, it makes approximately 28 landings at Blackbushe per year. We sometimes get calls regarding it's perceived altitude, and often this is because residents are used to seeing much smaller jets and light aircraft going over, and when they see the Falcon by comparison, it looks like it is the same size, but lower, rather than larger, and the same altitude. The crew are familiar with Blackbushe, with the noise abatement areas, and endeavour to fly as considerately as possible. There is also no incentive for them to fly as low as possible, the aircraft has an excellent climb rate, and it is more fuel efficient to climb more quickly and maintain as high an altitude as Air Traffic Control will allow them.</p> <p>When we have queried their altitude in the past with Farnborough LARS, who have calibrated equipment, this tallies with the FlightRadar24 data. I should also note that if the aircraft were as low as you suggest, Farnborough LARS would be required to file a Mandatory Occurrence Report (MOR) to the CAA to instigate an investigation.</p> <p>The complaint has been logged, and all of these are made available to the local councillors at our Consultative Committee meeting. If you would like to discuss in any further detail, please don't hesitate to give me a call.</p> <p>Thanks, Chris</p>	

# Blackbushe Airport Noise Complaints - 27th February - 21st September 2018



Submitted On	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
08/09/2018	Neil Rickard	08/09/2018	14:53	Helicopter G-ONTV, operating on behalf of Adventure-001 constantly circulating over house. The helicopter was flying 'constantly for over 2 hours'. The man lives near Eversley, within the ATZ at RG29 OPE, Kitts Croft Lodge.	2018/038	Helicopter pilot was very understanding of noise abatement and had tried to avoid. The helicopter had been flying constantly with the exception of fuel stops from 10:00(local) to the North West.	Paul spoke with the Pilot and re-briefed him with a new route to fly. The pilot understood the re-routing and said he would remain further north to avoid the Eversley area.
08/09/2018	Neil Rickard	08/09/2018	16:00	Helicopter G-ONTV, operating on behalf of Adventure-001 constantly circulating over house. The helicopter was flying 'constantly for over 2 hours'. The man lives near Eversley, within the ATZ at RG27 OPE, Kitts Croft Lodge.	2018/039	Same as above	Over the radio, Paul reminded the pilot to stick to the briefed route and to head further north still to be sure to be clear of Eversley
08/09/2018	Neil Rickard	08/09/2018	17:20	Helicopter G-ONTV, operating on behalf of Adventure-001 constantly circulating over house. The helicopter was flying 'constantly for over 2 hours'. The man lives near Eversley, within the ATZ at RG27 OPE, Kitts Croft Lodge.	2018/040	Same as above	Postcode was realised, and discovered the house was actually on the edge of Yateley, and previous efforts had been counterproductive. A new route was agreed much further south which solved the problem
08/09/2018	Jennifer Thaw	08/09/2018	17:20	Helicopter G-ONTV, operating on behalf of Adventure-001 constantly circulating over house. The helicopter was flying 'constantly for over 2 hours'. The lady lives near Eversley, within the ATZ at RG27 OPE, Kitts Croft Lodge.	2018/041	Same as above	Postcode was realised, and discovered the house was actually on the edge of Yateley, and previous efforts had been counterproductive. A new route was agreed much further south which solved the problem
08/09/2018	Neil Rickard	08/09/2018	13:30	<p>A medium/large black or very dark blue helicopter, possibly a bell 206, repeatedly overflew Eversley/Yateley, at low altitude, at approximately 5-10 minute intervals (with a couple of 30 minute breaks) between approximately 13:30 and 17:45.</p> <p>Conversation while seated outside was effectively impossible during this period.</p> <p>Within this period I phoned the control tower three times to complain. I was told the pilot had been asked to change his route, which he did not do.</p> <p>I have lived in my house, not far from Blackbushe Airport for over 20 years and have never experienced this type of sustained noise pollution.</p>	2018/042	<p>Dear Neil,</p> <p>Thank You for your email, and I understand you spoke already with our Tower Assistant on Saturday whilst the activity was taking place. Firstly, please can I apologise for the inconvenience to you from this aircraft. We endeavour to be considerate towards all of our neighbours and work hard to establish flying patterns that causes minimum disruption. I have reviewed all the information from the day and If I may, I would like to explain the process that was applied on Saturday, also the lessons learned and the conclusions that we can draw from it to avoid a reoccurrence.</p> <p>The aircraft in question was operated by a pleasure flight operator, who provides short 5-20 minute experience flights (similar to Red Letter Days). They had been let down by Fairoaks Airport, who had a staffing issue, and contacted us late last week to see if we could accommodate them.</p> <p>We carefully considered the request, along with how we could safely accommodate their operation within local airspace and observing our noise abatement areas.</p> <p>We also consulted with local residents who have had cause for concern in the past to inform them of the activity, advising them to contact us should they determine the operation to be a nuisance. (Incidentally, there were none from residents of any other places during the afternoon.)</p> <p>We realised very early on that this activity had been safely integrated into a number of other aerodrome operations so drew on their experience and produced an operating plan that provided for the aircraft taking off to the west, climbing quickly to its operating height and then following a gentle loop to the east before re-joining from the north and descending rapidly within the bounds of the aerodrome to land.</p> <p>I have attached a diagram for you here. The patterns the aircraft flew are marked, along with out ATZ boundary, and the noise abatement areas (shaded lilac). In addition, the pilot was asked to vary his routes as much as possible, to avoid repeated flying over the same houses.</p> <p>[[IMAGE]]</p>	



# Blackbushe Airport Noise Complaints - 27th February - 21st September 2018



Submitted On	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
08/09/2018	Neil Rickard	08/09/2018	13:30	<p><b>Response Received</b></p> <p>Chris, Thank you for your thoughtful and comprehensive response. I just wanted to confirm/clarify a few points:</p> <ol style="list-style-type: none"> <li>1. I did provide my full address and postcode during my first call. It is disappointing that this was not passed through to those taking action and I'm glad to hear that you intend to address this in the future.</li> <li>2. Although you have indicated the routes you requested the helicopter take, in reality they flew directly over my property on many occasions and within 100m of it on almost every occasion. Perhaps they were using Kitscroft as a landmark.</li> <li>3. The net result was that a much larger and louder helicopter than normally flies from Blackbushe, was flying directly over my house, at less than 1000ft, every 5-10 minutes, for over 5 hours on a Saturday afternoon. When the helicopter few over, sitting outside was physically painful and you had to put your fingers in your ears. This is not acceptable.</li> </ol> <p>I do not know if you are planning to host this company or anyone undertaking similar activities in the future, but if you do so I would appreciate it you could avoid routing them over my property. Given that this is a very loud aircraft, making very frequent trips, this must surely represent a huge increase in the number of air traffic movements and associated noise pollution caused by the airport over the weekend. I would urge you to give careful consideration to the impact of expanding the airports actives in this way on the local population.</p> <p>Regards Neil</p>	2018/042 continued	<p>The route chosen carefully avoided all of the noise sensitive areas and formed a 'teardrop' route that headed west, using normal departure routes, and returned from the North-West using routes a lot of our normal fixed wing traffic takes when arriving at the airport. We were conscious to avoid our noise abatement areas and remain west of Eversley Cross and Yateley. This route is mapped as "Route 1" in blue. Unfortunately, we did not realise that your location is on the very South Western edge of the Yateley Noise Abatement area.</p> <p>At 14:53 we received a call from yourself. I understand at this point you provided your address details. We were working from the information that you lived in Eversley, and so our Tower Supervisor was working under the assumption that you were living just to the north of the blue line, where it says "Eversley". We therefore routed the aircraft further north (see Route 2 in yellow) to try and avoid your location. Obviously, as you can see, this comes even closer to your location, and would only have worsened the situation.</p> <p>The next call we received from you was at 16:00 local. Still working on the assumption that you were in Eversley, the Tower Supervisor asked the helicopter to go further north still to route well clear of the area marked Eversley (Route 3 in brown) which will have made no difference to you as the final route was broadly the same.</p> <p>At no point during the afternoon had we received a call from anyone else. Your final call came at approximately 17:20, and at exactly the same time we received a call from another resident of Kitts Croft called and was routed to the Tower Supervisor. It was at this point that the postcode was given by the other caller, and the Tower Supervisor looked up exactly where the premises was. He then realised that rather than moving the traffic away from you, he had unintentionally moved it closer. The rest of the days operations were requested to remain further south (see Route 4 in green),and continued up to about 18:30 with no further complaints.</p> <p>The altitude of the aircraft would have been around 1,000 ft, but as he got closer to the airport, and close to your property, he would have been lower than this, but not below 500 ft as required by law.</p> <p>I apologise once again for the disruption this caused to your afternoon. We have certainly taken learning points from this exercise, including identifying routes that work better than others, as well as ensuring that pertinent information such as a postcode is relayed to the Tower Supervisor immediately to identify the area in question.</p> <p>If you would like any further information, or want to discuss it, please don't hesitate to contact me.</p> <p>Thanks, Chris</p>	
10/09/2018	Andrew Dunn	10/09/2018	14:27	<p>Hi Paul</p> <p>Sorry to bother !</p> <p>A small silver helicopter has just flown too low and directly towards my house .</p> <p>Kind regards Andrew</p> <p>(R22 GOAVA)</p>	2018/043	<p>Hi Andrew.</p> <p>It's not a problem. Have identified the aircraft concerned and have spoken to the pilot.</p> <p>The aircraft was carrying out a training sortie that included Practice Auto-Rotations, the last in a sequence of which, was to demonstrate how controllable the aircraft is during Auto-Rotation and therefore continued longer in the glide.</p> <p>The Captain of the aircraft is a very experienced pilot and Flying Instructor and while accepting that the aircraft might have appeared low it was never below 800ft Above Ground Level (AGL), therefore well within the minimum requirement defined in the Air Navigation Order.</p> <p>The pilot has, however, taken note of your concerns and will ensure that he, and other pilots operating the rotary wing aircraft from Blackbushe, will avoid your location wherever possible in the future or transit at a height that leaves a minimal footprint.</p> <p>I hope that explains what you saw and provides some confidence that a similar situation will not recur in the near future. Sadly it is difficult to make any guarantees with respect to this situation, human nature being what it is, but we will always try and remedy the situation should it occur.</p> <p>Best Regards. Paul.</p>	

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12/09/2018	Andrew Dunn	12/09/2018	00:00	<p>Hi Paul</p> <p>The small helicopter from blackbushe that has just flown directly towards my house was very much below the height limit , as was the one I complained about yesterday</p> <p>Thank you</p> <p>Andrew</p>	2018/044	<p>Hi Andrew.</p> <p>I'm sorry to hear that a helicopter has again operated in close proximity to your house. I've talked to all involved and have asked them to avoid your location but I can't do much more.</p> <p>As you can see from the image below, your house is outside of our Aerodrome Traffic Zone (ATZ), shown by the yellow line, by almost 2 miles, which makes it difficult for us to have any direct influence over individual flights.</p> <p>[IMAGE]</p> <p>The airspace over your area is Class G, which means that it can be used by any pilot at any time providing they comply with the Air Navigation Order (ANO). As you know the ANO specifies a minimum of 500ft Lateral or vertical clearance from structures, vessels or vehicles.</p> <p>While I fully accept that the aircraft might look to be at a lower height than specified in the ANO, however the pilots that I have spoken to are adamant that they have not descended below 800ft above ground level and have met the criteria to remain clear of structures, vessels or vehicles. If I am honest the pilots are generally instructors who risk the loss of their licence and livelihood if they transgress the rules defined in the ANO, therefore I find it hard to believe that would be the case. It is also well known that it is very difficult to accurately assess the height of an aircraft from the ground due to the proximity of objects such as trees or structures that might give an inaccurate perspective.</p> <p>I can continue to highlight the location of your house and ask the operators to avoid it whenever possible but there is little else that I or the airport can do to eliminate flights in proximity to your house entirely.</p> <p>I'm sorry if this is disappointing and I will, be more than happy to investigate events that you believe contravene the ANO or specific airport agreements but we just do not have the ability to exercise control over individual flights that take place out of the ATZ that may or may not have originated from Blackbushe Airport..</p> <p>Best Regards Paul Knight</p>	
16/09/2018	Andrew Dunn	16/09/2018	PM	<p>Hello Paul</p> <p>I am sorry not to have replied to your last email , as yet ,</p> <p>There was an incident with a light aircraft earlier this afternoon , it flew fairly low towards our house and suddenly banked away and flew directly back in the blackbushe direction , but just a second ago there was a small silver helicopter which circled and flew around our houses at approximately 350ft</p> <p>My neighbours , my wife and myself witnessed this and gesticulated at the aircraft , it immediately changed course and flew towards Hook</p> <p>It appears to us that we are now being targeted!</p> <p>Kind regards</p> <p>Andrew</p>	2018/045	<p>Hi Andrew.</p> <p>I don't, for one moment, believe that you are being targeted. It is in no ones interest to do so.</p> <p>Your property, as I have said before, is surrounded by open countryside and within Class G airspace.</p> <p>I would guess that the fixed wing aircraft was carrying out a Practice Forced Landing (PFL). The fact that it turned away is indicative that the Pilot In Command (PIC) recognised the proximity of residential properties and turned away in compliance with the Air Navigation Order (ANO).</p> <p>As for the rotary traffic, again they are well within their right to fly around your property providing they maintain the required separation horizontally or vertically.</p> <p>I am on leave until the 24th but will forward your concerns to the respective organisations on the Aerodrome.</p> <p>Unless you are able to record the aircraft registration there is, unfortunately, little I can do.</p> <p>I will catch up with you when I am back in the office.</p> <p>Best Regards. Paul Knight</p>	
17/09/2018	Andrew Dunn	17/09/2018	09:20	<p>GVVBL was very low over his house</p>	2018/046	<p>Dear Andrew,</p> <p>I understand you contacted us yesterday regarding G-VVBL over your property. I have spoken with the operator of this aircraft, and they were actually positioning from Blackbushe to a private landing site in Mattingley to collect a client. This is why you may have seen them very low, as they were descending to their site. I don't profess to be an expert in rules over private landing sites, but I understand that most fields and other open areas can be used as a private landing site for any helicopter up to a maximum of 12 times a year, after which they would require some sort of planning approval or authorisation.</p> <p>I believe this one would be a one-off and just unfortunate that the site was close to your property. Thanks, Chris</p>	

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21/09/2018	Andrew Dunn	21/09/2018	08:59	<p>GBIJV was flying at not much higher than 100ft over his house. The ash trees are 100ft and he witnessed the aircraft descending, and the aircraft had to climb to get over them.</p> <p><b>Response Received</b></p> <p>Dear Chris</p> <p>Thank you for your email , I shall reply with my thoughts as soon as I have some free time later .</p> <p>Yours sincerely</p> <p>Andrew Dunn</p>	2018/047	<p>Spoke with the pilot when he landed. this was a student flight, and they were performing a practise forced landing (PFL). They decended as far as 900 ft QNH (approximately 600ft QFE). My Dunn would have witnessed them reapplying engine power and climbing. However, they were well above the 500ft minimum as required by the ANO, in Class G airspace</p> <p>CGAZ: I informed the pilot of Mr Dunn's location and reminded him this was in the Mattingley noise abatement area. The pilot said he would endeavour to avoid the area wherever possible.</p>	<p>Dear Andrew,</p> <p>Thank you for your call earlier. The complaint has been logged under reference 2018/047.</p> <p>I have now spoken with the instructor in charge of G-BIJV earlier today. The flight was a routine student flight, operating in Class G airspace within the bounds of the ANO. During the flight they conducted some Practice Forced Landings (PFLs) which is where they simulate an engine failure and what actions need to be taken to slow the decent of the aircraft. The instructor informs me as part of this all instructors watch the altitude very carefully. In this situation he reapplied engine power at 900ft QNH, which would have been approximately 600ft above the ground. As I said on the phone, if an aircraft were operating below 500ft the aircraft would be in some kind of difficulty.</p> <p>I have informed the instructor of your location and asked him to avoid in the future. However, I should point out that as your location is in Class G airspace and outside the control of any air traffic areas, any aircraft operating from any aerodrome is entitled to carry out any flying activity they wish, within the bounds of the Air Navigation Order.</p> <p>As an airport, of course we do our best to advise our pilots of any areas to avoid, and inform individuals when we get noise complaints. This is as far as our ability to control or restrict them stretches. Just as there is nothing to limit noisy traffic on the Reading Road past your property, there is nothing to limit noisy aircraft above it.</p>